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 CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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25X1 SUBJECT Airfields and Radio Stations at Astrakhan

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THIS IS UNEVALUATED INFORMATION

1. The so-called new airfield was south of Astrakhan (43°0'E/
46°20'N), Astrakhan Oblast, and about 3 km from the old
airfield from which it was separated by an arm of the Volga
River. A runway, about 20 meters wide and from 300 to 1,000
meters long, with a brick surface, was being constructed at
the new field. Fuel tanks, each with a capacity of from 12
to 15 cubic meters, had been dismantled at the old airfield
and were to be installed at the new field. Soviets said
that the old field was to be closed because of the unfavor-
able land. There was some flying with commercial planes
of Soviet make, Ratas, biplanes, Ju-52s and Me-110s.
2. The airfield southeast of Astrakhan was being intensively
expanded. A concrete runway was completed in August 1947.
3. An airfield with three large hangars was on an arm of the
Volga River, about half an hour from Astrakhan. There was
intensive day flying with twin-engine bombers and four-

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engine transports. Night flights were not noticed. PWs worked on lighting installations at the field, such as laying cables, etc.

4. The airfield, from 2 to 3 km long, was 8 to 9 km south-east of the fortress, just east of an arterial road leading to the southeast, and on the southern edge of an about 1,000-meter long village built along a road. The clay landing field was sparsely sodded. There were no artificial runways or taxiways. A corrugated sheet-metal cantonment building, 30 x 60 meters, two or three cantonment buildings, each about 12 x 30 meters, and some earthbunkers were in the northwestern section of the field.
5. The occupation of the field was observed during many truck rides on the road to the brickyard. * Up to late 1947 about six single-engine fighters were seen. About eighty "flying boats" were noted between the fall of 1948 and February 1949 and about ten biplanes up to May 1949. Practice flights were made with biplanes. Three twin-engine courier planes which, according to Soviets, flew the Astrakhan-Stalingrad route, took off daily from the field.
6. An airfield, called new military field by a Soviet truck driver, was southwest of the first field. There was only one stone building which Soviets called a radio house.
7. A radio station with four radio towers and some small houses was about 3 km northeast of the fortress. Old aircraft parts such as wings and fuselage sections were scattered in the area. Another radio installation was in a 250-meter square area, about 500 meters to the northeast. There were four steel radio towers, varying in size between 30 and 40 meters, a radio house, 10 x 20 to 25 meters and 15 meters high, a four-story white-washed building with three or four "wire balls", 1½ meters in diameter each, on the roof. The radio towers were interconnected and also had wire connection to the radio house.
8. A radio installation with transmitting towers, presumably the Astrakhan radio transmitter, was southwest of the fortress. A radio installation for river shipping, with two radio towers, was on the eastern bank of the Volga River about in line with the new military airfield. Adjacent to the installation was the mooring site for a twin-engine flying boat which, during the period of river shipping, took off daily at about 10 a.m., heading in the direction of the Caspian Sea. It returned between 3 and 5 p.m. It was presumed that flying was controlled by the radio station. This assumption was confirmed by the workers of the Lenin Shipyard on the opposite side of the river. A small radio station, used only for controlling shipping on the Volga River, was on the western bank of the Volga River, south of the Lenin Shipyard and PW Camp No 7204/1.

1 Annex : Airfields and Radio Installations Near Astrakhan.

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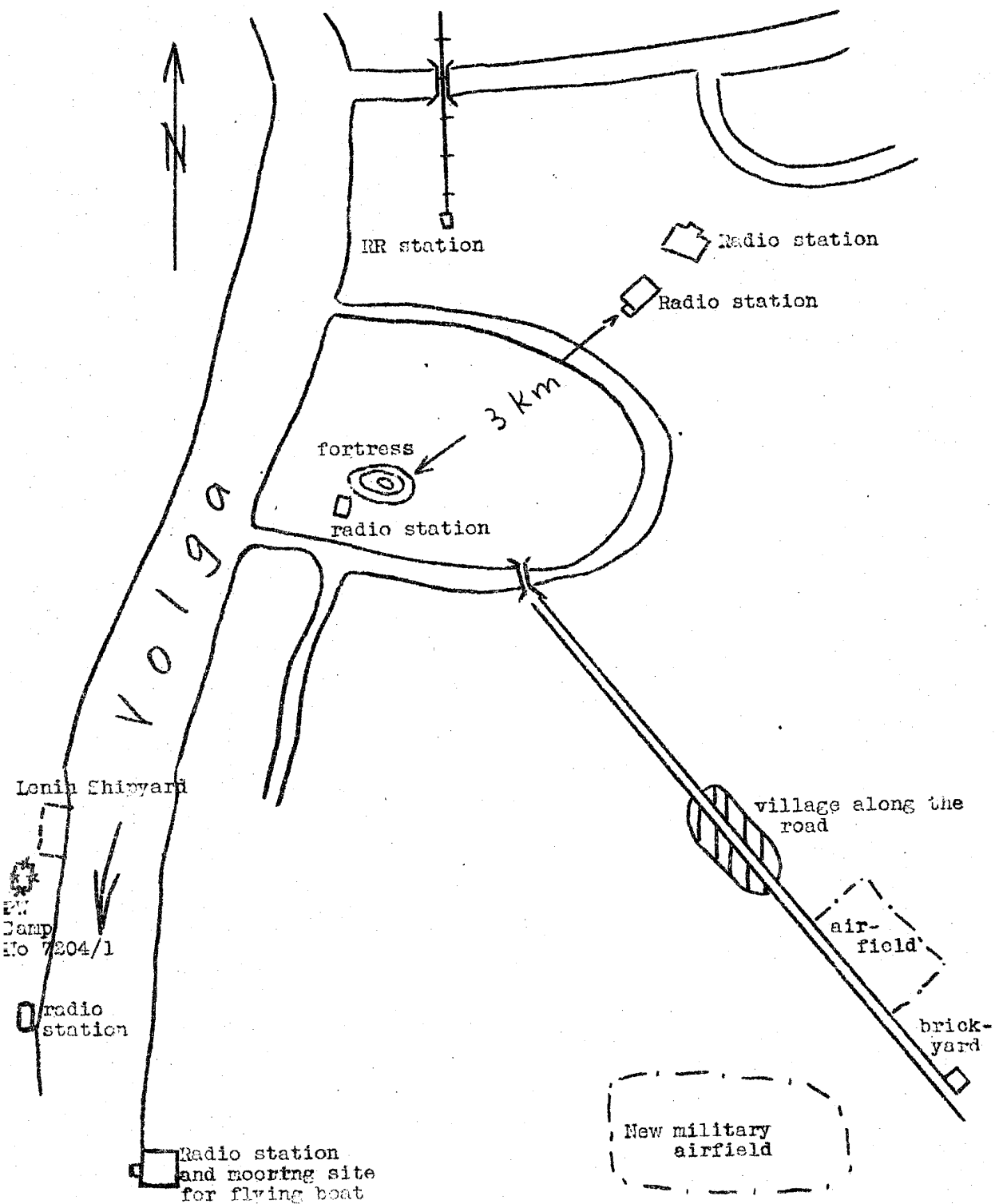
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Attachment

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Airfields and Radio Installations Near Astrakhan



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